

has made to the Colorado Springs community and the greater art world.

A gifted artist, Mr. Bransby developed his interest in mural painting while studying at the Kansas City Art Institute. Since that time he has become an internationally renowned muralist. Recognized as a Phi Kappa Phi National Honorary and a Fellow of the National Society of Mural Painters, he is one of only a few painters to work in traditional fresco. Mr. Bransby studied at Colorado College and later at Yale University as a graduate fellow. He translated this formal training into a life dedicated to furthering American art as both an artist and educator.

Students from Yale University and Colorado College among others have benefited from Mr. Bransby's passion, and the citizens of Colorado from his extraordinary talent. Among Mr. Bransby's works are the history of aviation mural at the United States Air Force Academy and the pioneer scene in Cossit Hall at Colorado College. His magnificent depiction of 200 years of Colorado history featuring nearly 100 subjects, from early, unknown settlers to historical figures can be seen at Colorado's Pioneer Museum located right in my hometown of Colorado Springs.

My district and our Nation are fortunate to count among their citizens this extraordinary individual. Mr. Bransby has inspired generations by bringing to life, with vivid imagination, our history, and we owe him immense gratitude.

IN HONOR OF MRS. RHODA ANN
SOKOL

HON. FRANK PALLONE, JR.

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Thursday, March 1, 2007

Mr. PALLONE. Madam Speaker, I rise today to honor the memory of Mrs. Rhoda Ann Sokol, a dedicated teacher and citizen from Long Branch, New Jersey. It is with great pride and admiration that I honor her today for her outstanding commitment to New Jersey's Jewish community and for the legacy she has left for her students, her family, and the people of Monmouth County.

Mrs. Sokol was born in New York at Beth Israel Hospital but lived most of her young life in West Long Branch, New Jersey. She graduated from Long Branch High School, my alma mater, and went on to obtain a bachelor of science degree from Monmouth College. She and her husband Robert were married for 40 years and raised three children in Ocean Township.

Mrs. Sokol was a very generous person and was incredibly dedicated to her work. She taught at the Jewish Community Center in Deal for 21 years and taught at the Solomon Schechter Academy in Howell for 23 years. She loved the arts and music and worked with students on musicals while she taught at Solomon Schechter. She will always be remembered as a teacher who adored her students and who was always willing to help them in any way she could.

There are many people all over Monmouth County who will never forget Mrs. Sokol. It gives me great pride to say that the Spirit of Israel Dance Company is performing a tribute concert to honor her memory. The concert will

take place on Sunday, March 4th and will showcase young dancers ranging from ages 14–20. This dance group has performed all over the world, including at the Maccabiah opening ceremony, Adloyada, Carmiel, various TV programs, and at numerous school events.

Madam Speaker, I sincerely hope that my colleagues will join me in recognizing Mrs. Rhoda Ann Sokol for her lifelong dedication to her community. While she was taken from the Long Branch community before her time, her friends, family, and students will never forget her.

MOURNING THE LOSS OF KEN
BERKMAN

HON. STEVE ISRAEL

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Thursday, March 1, 2007

Mr. ISRAEL. Madam Speaker, I rise today in great sadness. My community has lost a great leader and a humanitarian: Ken Berkman.

Of all the things that can be said of Ken Berkman, the most profound is that he made a difference in his community. And to every good cause and every community project he brought a sparkling wit, a wry smile, a deep compassion, and an exuberant dedication. He built one of the leading law firms on Long Island, but understood that the foundation of a strong law firm is a good and flourishing community.

I have known Ken and his wife Irene for many years, but anyone involved in any facet of community life or any issue confronting Long Island has also known them.

Ken cared about his country. He cared about the town of Huntington. And cared most about his family. His legacy will be a standard of grace and commitment that to which others will aspire. He made our community better, and those who follow his example will continue to push our community forward.

That, Madam Speaker, is the true legacy of Ken Berkman. We lost him, but not the standard he set, and the difference he made to the people I represent in the United States Congress.

THOMASINA E. JORDAN INDIAN
TRIBES OF VIRGINIA FEDERAL
RECOGNITION

HON. JAMES P. MORAN

OF VIRGINIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, March 1, 2007

Mr. MORAN of Virginia. Madam Speaker, last year representatives and leaders of Virginia's Native American tribes left their communities and flew to England to participate in ceremonies that were a prelude to the 400th anniversary of the first permanent English settlement in America. Some of the distinguished Virginia residents who made this trip are the blood descendants and leaders of the surviving 7 tribes that once were a part of the Great Powhatan Confederacy that initially helped sustain the colonists during their difficult first years at Jamestown. Virginia's best known Indian, Pocahontas, traveled to Eng-

land in 1617 with her husband John Rolfe and was received by English royalty. She died a year later of smallpox and is buried in the chapel of the parish church in Gravesend, England.

This year marks the 400th anniversary of the settlement of Jamestown. It would be a sad irony if the direct descendants of the native Americans who met these settlers, were still not recognized by the federal government. I, along with fellow Virginians, Reps. JO ANN DAVIS, BOBBY SCOTT and TOM DAVIS of Virginia, and Reps. NICK RAHALL, NEAL ABERCROMBIE, DALE KILDEE, and FRANK PALLONE are introducing legislation today entitled the "Thomasina E. Jordan Indian Tribes of Virginia Federal Recognition Act." This legislation will finally, and at long last, grant federal recognition to six Indian tribes in Virginia: the Chickahominy Tribe, Chickahominy Indian Tribe Eastern Division, the Upper Mattaponi, the Rappahannock Tribe, the Monacan Tribe, and the Nansemond Tribe.

Like most Native Americans, the Virginia tribes first welcomed western settlers, but quickly became subdued, pushed off their land, and, up through much of the 20th Century, denied full rights as U.S. citizens. Despite their devastating loss of land and population, the Virginia Indians successfully overcame years of racial discrimination that denied them equal opportunities to pursue their education and preserve their cultural identity. That story of survival doesn't encompass decades, it spans centuries of racial hostility and coercive state and state-sanctioned actions.

Their story, however is unique in two ways. First, they signed their peace treaties with the Kings of England, and second, they suffered centuries of state sanctioned hostilities. Unlike most tribes that resisted encroachment and obtained federal recognition when they signed peace treaties with the federal government, Virginia's six tribes signed their peace treaties with the Kings of England. Most notable among these was the Treaty of 1677 between these tribes and Charles the II. This treaty has been recognized by the State every year for the past 329 years when the Governor of the Commonwealth of Virginia accepts tribute from the tribes in a ceremony now celebrated at the State Capitol. I understand it is the longest celebrated treaty in the United States.

In the intervening years between 1677 and the birth of this nation, however, these tribes were dispossessed of most of their land and were too weak to pose a threat. They were, therefore, never in a position to negotiate and receive recognition from our nascent federal government. Last summer the English government reaffirmed its recognition of this treaty with the modern Virginia tribes.

Their unique history speaks to the reason Congress must act to recognize the Virginia tribes. They have experienced what has been called a "paper genocide" and been persecuted by the Commonwealth of Virginia. At the time when the federal government granted Native Americans the right to vote, Virginia's elected officials were embracing the eugenics movement and began adopting racially hostile laws targeted at those classes of people who did not fit into the dominant white society.

These actions culminated with the enactment of the Racial Integrity Act of 1924. This act empowered zealots, like Walter Plecker, a state official, to destroy records and reclassify in Orwellian fashion all non-whites as "colored." It targeted Native Americans and

sought to deny them their identity. To call yourself a "Native American" in Virginia was to risk a jail sentence of up to one year. The law remained in effect until it was struck down in the federal courts in 1967.

For up to 50 years, state officials waged a war to destroy all public and many private records that affirmed the existence of Native Americans in Virginia. Historians have affirmed that there is no other state that compares to Virginia's efforts to eradicate its citizens' Indian identity. All of Virginia's state-recognized tribes have filed petitions with the Bureau of Acknowledgment seeking federal recognition.

But it is a very heavy burden the Virginia tribes will have to overcome and one fraught with complications that officials from the Bureau of Indian Affairs have acknowledged may never be resolved in their lifetime. The acknowledgment process is already costly, subject to unreasonable delays, and lacks dignity. Virginia's legacy of paper genocide only further complicates these tribes' quest for federal recognition, making it difficult to furnish corroborating state and official documents and aggravating the injustice already visited upon these tribes.

This wasn't corrected until 1997 when Governor George Allen signed legislation directing state agencies to correct state records that had deliberately been altered to list Virginia Indians on official state documents as "colored." The law allows living members of the tribes to correct records, but the law cannot correct the damage done to past generations. Two years later, the Virginia General Assembly adopted a resolution calling upon Congress to enact legislation recognizing the Virginia tribes.

There is no doubt that the Chickahomony, the Eastern Chickahomony, the Monacan, the Nansemond, the Rappahannock and the Upper Mattaponi tribes exist. These tribes have existed on a continuous basis since before the first western European settlers stepped foot in America; and, they are here with us today.

I know there is great resistance from Congress to grant any Native American tribe federal recognition. And, I can appreciate how the issue of gambling and its economic and moral dimensions have influenced many Members' perspectives on tribal recognition issues. I think the circumstances and situation these tribes have endured and the legacy they still confront today, however, outweigh these concerns. We have made significant compromises to give the State the option to say "no" to gaming. Congress has the power to recognize these tribes. It has exercised this power in the past, and it should exercise this power again with respect to these six tribes.

I urge my colleagues to support this legislation.

COSPONSORS OF LEGISLATION INTRODUCED BY THE REP. JIM MORAN RECOGNIZING SIX VIRGINIA TRIBES

The Honorable JO ANN DAVIS; the Honorable BOBBY SCOTT; the Honorable TOM DAVIS; the Honorable NICK J. RAHALL II; the Honorable NEIL ABERCROMBIE; the Honorable DALE E. KILDEE; the Honorable FRANK PALLONE, JR.; the Honorable ROBERT C. SCOTT.

RAIL AND PUBLIC TRANSPORTATION SECURITY ACT OF 2007

HON. JAMES L. OBERSTAR

OF MINNESOTA

IN THE HOUSE OF REPRESENTATIVES

Thursday, March 1, 2007

Mr. OBERSTAR. Madam Speaker, today I have introduced a bill to improve the security of railroad, public transportation, and over-the-road bus systems in the United States.

Tragically, transit and rail systems have long been popular targets of terrorist attacks worldwide. From 1991 to 2001, 42 percent of all terrorist incidents were carried out on rail systems or buses. Recent tragic events show that these threats continue.

On March 11, 2004, a coordinated terrorist attack against the commuter train system of Madrid, Spain, killed 191 people and wounded more than 2,000 others. On July 7, 2005, four bombs exploded on the London transit system, killing 52 people and injuring 700 others. It was the deadliest bombing in London since World War II. On July 11, 2006, a series of seven bomb blasts that took place over a period of 11 minutes on the Suburban Railway in Mumbai, India's financial capital, killed 209 people and injured over 700 others.

The characteristics of transit and passenger rail systems make them inherently vulnerable to terrorist attacks and difficult to secure. Public transportation and rail systems are open, have multiple access points, are hubs serving multiple carriers, and in some cases, have no barriers. In addition, high volume of passengers and freight, expensive infrastructure, economic importance, and location make these systems attractive targets for terrorists because of the potential for mass casualties, economic damage, and disruption.

The potential to do harm is truly enormous. In the United States, every day, more than 14 million people use public transportation. Public transportation agencies provide 9.5 billion transit trips annually. The over-the-road bus industry, which provides intercity bus service and charter service, transports 774 million passengers annually. Amtrak and commuter railroads serve more than 500 million passengers annually.

Unfortunately, despite this stark reality, investments to enhance the security of our Nation's surface transportation systems have not kept pace with the needs. Last year, the Federal Government invested \$4.7 billion in aviation security improvements, while spending only \$136 million on transit and rail security, even though five times as many people take trains as planes every day.

The bill I have introduced today requires several measures that will address the security challenges faced by our Nation's railroads, public transportation agencies, and over-the-road bus operators. Specifically, the legislation:

Directs the Secretary of Homeland Security, in coordination with the Secretary of Transportation, to develop and implement a National Rail and Public Transportation Security Plan, as required in the Intelligence Reform and Terrorism Prevention Act of 2004 (P.L. 108-458), but which has not been completed.

Requires the Department of Homeland Security (DHS), in coordination with the Department of Transportation (DOT) to issue regulations establishing a security program for rail

carriers, public transportation providers, and over-the-road bus operators. Carriers and operators considered to be at high or medium risk of terrorist attack, as determined by DHS, are required to conduct an assessment of the vulnerability of their infrastructure and operations to terrorism and to prepare and implement a security plan.

Requires DHS, in coordination with DOT, to establish separate security assistance grant programs for rail, transit, and over-the-road bus, to provide capital and operating assistance based on priorities established by the security assessments. DHS would be responsible for establishing grant program priorities, while DOT would be responsible for making grants to eligible recipients based on DOT's existing grant structure.

Authorizes specific grants to Amtrak for tunnel improvements and upgrades, and further requires an increase in the number of DHS rail security inspectors.

Addresses a critical security gap by requiring mandatory security training for employees in the industries covered by the bill. This provision and the timeline established will ensure that front-line transit workers are properly trained to address security needs.

Establishes certain whistleblower protections for employees of railroads, public transportation agencies, and over-the-road bus companies; as well employees of DOT, DHS, and contractors.

Madam Speaker, this bill carefully crafts a joint approach on security. The bill maximizes the expertise and core competencies of both DHS and DOT, to enhance the implementation of these critically important, and long overdue, security programs.

DOT has played and continues to play a significant role in securing our Nation's transit and rail systems. DOT is the government's lead agency on transportation safety and efficiency. Decisions on security measures cannot be made in a vacuum without consideration of the effects on safety and efficiency. While DHS is the lead agency on security, it must work cooperatively with DOT to ensure that safety is not impaired and security measures do not unnecessarily impair efficiency.

The Federal Transit Administration, the Federal Railroad Administration, and the Pipeline and Hazardous Materials Safety Administration have all signed Memorandums of Understanding with DHS to clarify the roles and responsibilities of each agency with respect to security. This bill honors and follows the principles outlined in these existing agreements.

I would like to thank Representative BENNIE THOMPSON, Chairman of the Committee on Homeland Security, for his cooperation to date on rail, public transportation, and over-the-road bus security legislation. I look forward to continuing our joint work to bring a comprehensive surface transportation security bill to the House floor as quickly as possible.

HONORING EDWIN O. GUTHMAN

HON. CHAKA FATTAH

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, March 1, 2007

Mr. FATTAH. Madam Speaker, I rise today to pay tribute to the career of Ed Guthman, a dedicated public servant and master of his